Amendments to the Specification:

Please delete the sub-headings before paragraph [0001] and add the following new sub-headings and paragraph:

-- PRIORITY CLAIM

This is a U.S. national stage of application No. PCT/EP2003/012869, filed on 18 November 2003. Priority under 35 U.S.C. §119(a) and 35 U.S.C. §365(b) is claimed from German Application No. 102 54 900.1, filed 22 November 2002.

BACKGROUND OF THE INVENTION

1. Field of the Invention --

Please delete the sub-heading before paragraph [0002] and add the following new sub-heading:

-- 2. Description of the Related Art --

Please replace paragraph [0002] with the following amended paragraph:

[0002] [~~DE 101 55 458 A1~~] U.S. Patent No. 6,634,477 discloses a dual clutch arrangement in which the primary side of a torsional vibration damper arrangement is fixedly coupled with a drive shaft as driving member by means of screw bolts. The secondary side of the torsional vibration damper arrangement is securely supported by a bearing support at the

primary side in axial and radial direction and is rotatable with respect to the latter. The input area of the dual clutch is coupled substantially rigidly with the secondary side of the torsional vibration damper arrangement. In this case, these two subassemblies are only movable axially with respect to one another and the input area of the dual clutch is biased or pretensioned in the direction of the torsional vibration damper arrangement by a pretensioning spring that is supported with respect to a transmission housing.

Please delete the sub-heading before paragraph [0004].

Please delete paragraph [0013] in entirety.

Please add before paragraph [0013] the following new sub-heading:

-- **BRIEF DESCRIPTION OF THE DRAWINGS** --

Please add before paragraph [0018] the following new sub-heading:

-- **DETAILED DESCRIPTION OF THE PRESENTLY PREFERRED EMBODIMENTS** --

Please replace paragraph [0018] with the following amended paragraph:

[0018] In Fig. 1, a dual clutch arrangement [~~according to the invention is designated by 10. The dual clutch arrangement~~] 10 comprises two system areas, namely, a torsional vibration damper arrangement 12, constructed as a dual mass flywheel, and a dual clutch 14.

Please replace paragraph [0022] with the following amended paragraph:

[0022] The dual clutch 14 substantially comprises two coupling areas 40, 42. The first coupling area 40 has a pressing plate 44 which is coupled with an abutment plate 46 so as to be fixed with respect to rotation but axially movable relative thereto by tangential leaf springs or the like, this abutment plate 46 having the shape of an annular disk. An actuating force transmission arrangement 48 of the first coupling area 40 comprises two force transmission parts 50, 52 which are constructed, for example, in a cup-shaped manner and which span the abutment plate 46 axially. The force transmission element 50 is supported at the pressing plate [~~48~~] 44, e.g., by means of a wear compensating device. The force transmission element 52 is acted upon by a force exerting arrangement 54 which is supported, in turn, at a base area 56 of a housing arrangement 58 that is fixedly connected to the abutment plate 46. An actuator mechanism 60 acts upon the radial inner area of the force exerting arrangement 54. This actuator mechanism 60 is only shown schematically and is substantially represented by a rotation decoupling bearing which is displaceable axially along a supporting element 52 for carrying out engagement processes in order to displace the radial inner area of the force exerting arrangement 54 in

direction of the torsional vibration damper arrangement 12 and, in so doing, to displace the actuation force transmission arrangement 48 in the opposite direction and to displace the pressing plate [~~48~~] 44 in the direction of the abutment plate 46. In this way, the friction linings 64 of a clutch disk 66 are clamped in and transmit a torque via this first coupling area 40 to a transmission input shaft that can be coupled to the clutch disk so as to be fixed with respect to rotation relative to it.

Please replace paragraph [0026] with the following amended paragraph:

[0026] It will be seen in the construction shown in Fig. 1 that there is no axial or radial bearing arrangement between the primary side 16 and the secondary side 24 in the area of the torsional vibration damper arrangement 12. A support with respect to force is provided in this case solely by the damper element arrangement 37 and the respective springs 36 thereof. Due to the fact that there is generally a gap between the cover disk elements 26, 28 and the central disk element 22, a certain freedom of movement exists between the primary side and the secondary side 24 which is not limited by any bearing supports. The bearing support of the secondary side 24 is carried out in that the latter is fixedly connected by screw bolts [~~24~~] 86 to the abutment plate 46 and, therefore, also to the housing 58 by means of the cover disk element 28. However, the housing 58 is supported axially and radially at the supporting element 62 by another rotation decoupling bearing 88, and this supporting element 62 is supported in turn in a stationary manner with respect to the transmission housing 80. Accordingly, the secondary side 24 is substantially

fixedly connected to the input area 90 of the dual clutch 10, which input area 90 is in turn fixedly supported axially and radially with respect to the transmission housing 80, but also so as to be rotatable with respect to the latter. It should also be noted that the input area 90 of the dual clutch 10 substantially [~~comprises~~] includes the abutment plate 46, the housing 58 and the components, particularly the pressing plates [~~48, 46~~] 44, 68, that are coupled therewith so as to be fixed with respect to rotation relative to them. Also, various system components used for actuation, such as the actuation force transmission arrangement 48, can be [~~comprised~~] included in this input area 90.

Please replace paragraph [0030] with the following amended paragraph:

[0030] First, it will be seen in the area of the torsional vibration damper 12a that the two cover disk elements 26a, 28a now substantially form the primary side 16a, while the central disk element 22a, together with a mass part 92a, substantially forms the secondary side, these two parts being fixedly connected to one another by rivet bolts 94a. The central disk element 22a is supported axially with respect to the primary side 16a by an axial bearing ring [~~94a~~] 95a. A radial bearing support of the cover disk element 26a and central disk element 22a with respect to one another is provided by means of a radial bearing element 96a that is positioned between respective axially extending cylindrical portions of the cover disk element 26a and central disk element 22a.

Please replace paragraph [0036] with the following amended paragraph:

[0036] The dual clutch 14b is held by its input area 90b by the supporting element 62b and the carrier element 78b with respect to a stationary subassembly, that is, for example, the transmission housing 80b. In this case, coupling pins [~~118~~] 118b can be used like the screw bolts shown in Fig. 1. In this way, a defined support of the input area 90b, that is, substantially also the housing 58b and the abutment plate 46b, is realized. In order to allow for the aforementioned wobbling movement of the secondary side [~~42b~~] 24b with respect to the primary side [~~16~~] 16b, a rotational driving coupling permitting a decoupling of this kind is provided between the cover disk element 28b and the abutment plate 46b. For this purpose, rotational coupling pins 120b which engage in associated openings of a radial flange 122b of the cover disk element 28b are provided, e.g., at the abutment plate 46b. A disk spring 124b which provides an axial pretensioning for the secondary side 24b can be associated with each of these pins 120b so as to provide stationary contact between the two surfaces 114b, 116b. In order to realize the wobbling decoupling mentioned above, it is advantageous to provide an at least slight movement play permitting tilting in the area where the pins 120b fit into the associated openings of the cover disk element 28b. Of course, other flexible coupling arrangements, e.g., the coupling arrangement shown in Fig. 2, or a decoupling by tangential leaf springs or the like can also be realized. It is also possible, of course, to use other pretensioning elements such as spring rings or the like.